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NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JULY 20th, 1914.

CHINA'S Mining Regulations are fast becoming proverbial: it would be interesting to ascertain how many fresh editions there have been during the last ten years, but it would require a very skilled and patient investigator to discover in them any evidence of a serious attempt to grapple with a real need. The process of their production must by now be practically mechanical—scarcely a year passes without an announcement, with a great flourish of trumpets, that the whole matter is to be dealt with *de novo* and that workable rules are at last to be introduced, and then, when the period of gestation is accomplished, there is given to the world a *réchauffé* of the old discredited regulations decked up with a few fine phrases. It is no surprise to see a few days ago that "CHANG CHEN has requested the PRESIDENT to examine the new Mining Laws and to introduce a searching revision," but it needs no great prophetic gift to forecast what the result of this investigation and revision will be. It has become a fixed article of faith with China's statesmen that whatever else may be changed and modified, those provisions of the Mining Regulations that make foreign participation impossible must in their essential features remain intact. That this policy involves a breach of international faith does not cause them the least misgiving; they regard it as quite immaterial that China is by Treaty bound to recast her Mining Law "in

such a way as, while promoting the interests of Chinese subjects and not injuring in any way the sovereign rights of China, will offer no impediment to the attraction of foreign capital nor place foreign capitalists at a greater disadvantage than they would be under generally accepted foreign Regulations." It is, we are aware, fashionable to regard the Commercial Treaties of 1902 and 1903 as being to a large extent a dead letter, but they have never been in the slightest degree cancelled or modified, and until they have been thus formally abrogated, they are valid, and China is, by all international usages, as much bound to keep her promise with regard to the admission of foreign participation in the development of her mines as, say, Great Britain is to fulfil the stipulations of the 1911 Agreement for the cessation of the Indian opium trade. China always shows herself a strict creditor in demanding the most exact fulfilment, and even a little more, of Treaty obligations by other Powers, but her views change diametrically when it is a question of keeping promises herself. The whole matter has been threshed out again and again, and there is now little hope of China ever voluntarily redeeming her pledged word in this connection. It is difficult, indeed, to contemplate China's attitude without despair: there is no possibility of her mineral wealth being utilized through the agency of Chinese capital, yet her one aim and object is to make impossible the employment of foreign capital for the purpose. No Chinese mine-owner possesses sufficient funds to sink shafts, instal pumping and winding machinery, and make all the other improvements and innovations that would be requisite if his mines were to be worked to an adequate degree of efficiency, nor would any Chinese capitalist be anxious to embark on an enterprise that must, in the best of circumstances, keep his capital locked up for several years before he could look for any return. Such funds could only be raised by a syndicate, but that is a form of enterprise of which the Chinese are, with reason, very shy, for not only does it involve entrusting a few people with the handling of large sums of money, but the concentration in one spot of a large amount of capital would be an irresistible temptation to rapacious officials with capacious pockets. Hence the only possibility of salvation lies in attracting foreign capital, either by means of concessions or of joint foreign-Chinese companies, but that is the very thing that China makes, in her Mining Regulation, every effort to prevent. It is all an old tale, and our only excuse for reverting to it is the necessity of never allowing China to forget that she has, in a formal and binding international instrument, solemnly pledged herself to recast her Mining Regulations "in such a way as while promoting the interests of Chinese subjects and not injuring in any way the sovereign rights of China, will offer no impediment to the attraction of foreign capital nor place foreign capitalists at a greater disadvantage than they would be under generally accepted foreign Regulations."

The *Gazette* announces that Dr. H. el Arculli has been added to the Register of Medical Practitioners.

The current issue of the *Gazette* contains a list of regulations respecting Foreign Orders and Medals, applicable to persons not in the service of the Crown.

Professor Goodnow, Constitutional Adviser to the Chinese Government, has been decorated with the Order of the Chiaofo, Second Class. His resignation has been accepted and he returns to the United States in August.

Mr. William Paterson, of Watchhill, Dumfriesshire, a director of the Indo-China Steam Navigation Company, who died at Bournemouth on February 17th last, over 70 years of age, left personal estate in the United Kingdom valued at £28,792.

An announcement in the *Gazette* states that His Majesty the King has not been advised to exercise his power of disallowance with respect to the Ordinance to provide for the public lighting of the Colony and the protection of the appliances connected therewith, and also in respect to the Ordinance to amend the Stamp Ordinance, 1901.

The informal opening of the Tokyo Golf Club took place on July 5th. The course is situated near Tamagawa, a beautiful summer resort, and can be reached in forty-five minutes by train from the Tokyo Club. The construction of the links was carried out under the supervision of Messrs. Brady and Colchester, the well-known Yokohama golfers.

The Directors of the Shanghai Land Investment Co. have decided to declare an interim dividend of 6 per cent. for the half-year ended June 30th.

As will be seen from an advertisement in another column, Wm. Powell, Limited, commence their annual summer sale to-day, and genuine reductions are announced.

The steamer *St. Patrick*, whose experiences in the typhoon were described in our last issue, has gone into Cosmopolitan Dock for repairs. It is currently reported that these will cost over \$100,000.

An outbreak of fire occurred in the early hours of Saturday, as the result of which two houses, Nos. 142 and 144 Queen's Road East, were entirely gutted. The fire originated on the first floor of No. 142, and, after enveloping the ground floor, which was used as a tailor's shop, spread to the house adjoining. The Central Fire Brigade attended, but their efforts, notwithstanding a heavy down-pour of rain at the time, were unavailing. They prevented the fire from spreading to the adjoining premises, however.

At the Diocesan Boys' School and Orphanage on Saturday Mr. H. Sykes, senior master, was presented with several useful articles, consisting of a suit-case, fountain pen, camera, and silver cigar cases, subscribed for by the students at the institution, on the occasion of his departure on a well-deserved holiday at home. The Headmaster (Mr. G. Piercy) in making the presentations, referred in warm terms to the invaluable services rendered by Mr. Sykes during his long period of labour at the School and to his popularity with the students.

HONGKONG DOCTORS DECORATED BY THE KAISER.

We learn that Drs. Mueller and Justi, the well-known Hongkong physicians, have been decorated by H.M. the Kaiser with the insignia of the Red Eagle, 4th class, in recognition of their valuable medical work.

THE HONGKONG TRAMWAY CO., LTD.

The following are the Company's figures for week ending July 11th:—

Receipts	\$11,197
Decrease compared with corresponding week last year	\$391
Aggregate to date:—	
No. of weeks	28
Total	\$327,258
Increase to date	\$93,359

THE SWISS EXTRADITION CASE.

At the Magistracy on Saturday, the application of the Government of Switzerland for the rendition of an American named William Alexander Beer, on a charge of swindling, came before Mr. Wood. The sum concerned is said to be Frs. 10,000.

Mr. D. Lewis (of Messrs. Johnson, Stokes & Master) applied for the unconditional discharge of the defendant, and pointed out that in the Treaty no such offence as swindling was mentioned. It was not an extraditable offence between the other Powers, and in view of that he submitted that the Magistrate had no power to detain the man.

The Crown Solicitor (Mr. P. M. Hodgson), who appeared in support of the application, said he was unaware that Mr. Lewis was going to adopt the line he had, and was under the impression that he was only going to apply for bail. He pointed out that swindling was a very wide term and included fraud. On the man had been found 18,000 marks, and 1,000 francs. He asked for substantial bail in the sum of 18,000 marks, the balance of the money found on the man, including £28 handed back to him.

Mr. Lewis agreed and the case was put back until later in the morning.

At the resumed hearing, Mr. Lewis formally applied for the discharge of the fugitive under the present warrant.

Mr. Hodgson said that on the present warrant there was no extraditable offence. He could not oppose the application, but he would state that there was another warrant. The Consul-General had informed him that that was an extraditable crime, and the information had been sworn by him. Another warrant had been issued, and if he left the Court he would be arrested, or he could surrender if he wished.

The second warrant was then produced. Mr. Lewis said he would like to say at the outset that his client denied absolutely having committed any crime within the territory of Switzerland. He applied for bail.

Mr. Hodgson said that the present charge was clearly extraditable, and he would ask for substantial bail.

Mr. Lewis said that the bail ought not to be prohibitive. His instructions were that the charge had been brought against his client not for committing this offence but because he had done something which was not a crime against the law of Switzerland. Bail was fixed at \$15,000.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE HOME RULE SITUATION.

PEACE BELIEVED TO BE IN SIGHT.

AN "ELECTRICAL ATMOSPHERE."

LONDON, July 18th.

Two full Cabinet meetings were held to-day to consider the Irish situation, making the fourth meeting this week.

After the second meeting of the Cabinet the views of the Government on the demand for the exclusion of Ulster were submitted to a meeting of members of the Opposition Front Bench, so that they might form a counter proposal.

The decision of the meeting thereon was conveyed to the Cabinet.

An agreement has not been reached and the situation is unchanged.

Mr. Asquith had an audience with His Majesty the King last evening.

It is expected that the Home Rule conversations will continue through the week-end. Though an agreement was not reached yesterday, the feeling is still optimistic, based upon the idea that the hour of settlement has not yet arrived.

The *Daily News* says that for the first time the parties were within measurable distance of peace yesterday. The deadlock relates to the question of the inclusion of Tyrone among the counties which the Unionists wish to vote *en bloc* on the question of exclusion.

The *Daily Citizen* says that the spirits of the Nationalists suddenly rose yesterday, and a surprising statement is expected on Monday.

The *Morning Post* says that Mr. Churchill, Sir Edward Grey, Mr. Harcourt, and the Earl of Crewe are in favour of a "clean-cut" Ulster, and that Mr. Asquith and Mr. Lloyd George head the majority of the Cabinet in insisting on County option.

The *Daily Chronicle* says that the Cabinet is united on essentials, and that the fear of resignations is unfounded.

The King has postponed his departure for Portsmouth to inspect the Fleet until this afternoon, owing to developments in the Ulster situation. It is understood that His Majesty will receive Mr. Asquith in audience.

It is also announced that His Majesty will not inspect the Fleet to-day.

LONDON, July 19th.

The political atmosphere is electrical. The King's activities have stimulated the hope that the country is at last on the eve of peace.

Reports that communications have passed between Mr. Asquith and Mr. Bonar Law and Sir Edward Carson, and that a body of moderate Liberals are working boldly for a settlement are given prominence in the Press. Anyhow, everything points to Monday being a most memorable day.

It is announced that Mr. Asquith, instead of going to Buckingham Palace, will accompany the King as Minister-in-Attendance at Portsmouth. Despatches are being exchanged between Buckingham Palace and Downing Street. His Majesty will not remain at Portsmouth till Tuesday as arranged, but will return to London on Monday.

"NO SURRENDER."

LONDON, July 18th.

Mr. Runciman, President of the Board of Agriculture, speaking at Bath, said Home Rule was now an assured fact. It was impossible for any Government, either Liberal or Conservative, to withhold it. The Government hoped to launch Home Rule in an atmosphere of peace, but would not surrender to any pressure, however great.

MR. ASQUITH'S "DIFFICULTY."

Reynolds Newspaper (a Ministerialist organ) says Mr. Asquith's difficulty is that he is threatened with a revolt of four members of his Cabinet, but in view of the loyalty of the majority to the Irish Nationalists there is some hope that the Liberal Party will not be shattered, whatever happens.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BRITISH NAVY.

TEST MOBILISATION SCENES AT PORTSMOUTH.

LONDON, July 18th.

To-day was to have been a great day in connection with the test mobilisation of the Home Fleet.

Vast crowds gathered in the sunshine to watch the inspection by His Majesty, but much disappointment was felt at the enforced absence of the King.

The programme, however, with the exception of the inspection, was carried out, airship and sea-plane flights being a great feature.

The King and the Prince of Wales received an ovation at Portsmouth when they boarded the Royal yacht, and aeroplanes circled overhead.

The *Shamrock IV*, and *Erin*, which were en route to America, passed the Fleet at Spithead and were cheered by the crowds. They touch at Falmouth as the last port of call.

THE BISLEY MEETING.

SCOTLAND WINS ELCHO SHIELD.

LONDON, July 18th.

At Bisley, in the shoot for the Elcho Shield (15 shots at 900, 1,000 and 1,100 yards) the scores were:—

Scotland	1,912
England	1,899
Ireland	1,871

NEW GOVERNOR OF MALTA.

LONDON, July 18th.

Lieut.-General Sir W. E. Franklyn, Military Secretary to the Secretary of State for War, has been appointed Governor of Malta.

BRITISH PARLIAMENT'S PROGRAMME.

LONDON, July 18th.

Speaking in the House of Commons, Mr. Asquith said the new Session would start the last week in November or the first week in December.

He also announced that many Bills would be dropped, but the Government intended to pass the East African and

Soudan Loans and hoped to pass the British Naturalisation Bill and the Anglo-Persian Oil Bill.

MENACE OF NEW LABOUR COMBINE.

MR. LLOYD GEORGE'S WARNING.

LONDON, July 18th.

Speaking at the Bankers' dinner, at the Mansion House, Mr. Lloyd George alluded to the imminent menace of industrial trouble owing to the unparalleled combination of 2,250,000 transport workers and miners. He uttered a solemn warning to the effect that the prospect of a settlement of these dangerous disputes was complicated by the situation in Ireland. If they led to industrial strife in Ireland during the next few weeks, the situation would be the gravest with which any Government had had to deal for centuries. That was the reason why all should strive to secure a reasonable composition.

MORE VANDALISM BY SUFFRAGETTES.

LONDON, July 18th.

A Suffragette slashed Millais' portrait of Carlyle at the National Portrait Gallery.

A GREAT LAWYER'S RETIREMENT.

BRILLIANT BANQUET AT LINCOLN'S INN.

LONDON, July 19th.

There was a brilliant banquet at Lincoln's Inn last night to mark the retirement of the famous King's Counsel, Sir Edward Clarke, from the Bar. Cabinet Ministers and Judges were among the guests.

THREATENED STRIKE AT BLACKBURN.

LONDON, July 18th.

A strike of 3,000 engineers is threatened at Blackburn, the employers refusing to grant the men a holiday.

THE CHICAGO RAILWAYMEN'S STRIKE.

CHICAGO, July 18th.

The railwaymen who are on strike have asked for Federal mediation.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

GENERAL CARRANZA TO BE PRESIDENT OF MEXICO.

AMERICAN APPROVAL.

WASHINGTON, July 18th.

Señor Carbajal says that he intends to retire in favour of General Carranza.

Mr. Bryan applauds this effort towards peace.

MEXICO CITY, July 18th.

Two trains of Constitutional troops en route for the capital are expected to-night. General Carranza says the Federals must surrender unconditionally prior to any negotiations.

It is regarded as significant that the Constitutionalist General Gonzales, with 98 trainloads of troops, has left Saltillo for the South. Señor Carbajal has ordered the immediate release of all political prisoners.

Señor Carbajal has received the diplomats and assured them that he would omit no efforts to establish peace.

PUERTO MEXICO, July 18th.

Ex-President Huerta has arrived, and the Consuls have offered him the use of H.M.S. *Bristol* and the German cruiser *Dresden*.

LATER.

Huerta leaves here aboard the *Dresden*.

GERMAN AIRSHIP FIRED AT.

CROSSING THE RUSSIAN FRONTIER.

BERLIN, July 18th.

An Army Zeppelin accidentally crossed the Russian frontier. The Russians fired upon it, but it recrossed undamaged.

A BULGARIAN LOAN.

SOFIA, July 18th.

The King has signed the German loan.

BULGO-ROUMANIAN FRONTIER INCIDENT.

BUKAREST, July 18th.

Five Bulgarian soldiers have been killed in a sanguinary conflict with Roumanians on the frontier.

HOME TURF.

RESULT OF ECLIPSE STAKES.

LONDON, July 18th.

The result of the race for the Eclipse Stakes is as follows:—

Hapsburg (Foy)	1
Honeywood (Donoghue)	2
Kennymore (Clark)	3

Thirteen ran. Hapsburg won by two lengths, three lengths separating second and third. Kennymore delayed the start. Hapsburg led throughout and won easily. Cantilever was placed fourth.

Time: 2mins. 11 1/5secs.

Betting:—11-8 against Kennymore, 10-1 against Hapsburg and 20-1 against Honeywood. Place betting: 6-4 against Hapsburg; others in proportion.

At the instance of the Jockey Club stewards, three placed horses in the races at Sandown were detained yesterday, and samples of their saliva taken.

A similar action was taken in regard to one of the winners at Newmarket on the 3rd July.

ENGLISH COUNTY CRICKET.

LONDON, July 18th.

Hants beat Worcestershire at Southampton by 8 wickets.

Middlesex beat Essex at Lords by 9 wickets.

Notts beat Kent at Tunbridge Wells by 32 runs.

Yorkshire beat Derbyshire at Chesterfield by an innings and 48 runs.

Warwickshire drew with Northants at Northampton.

Sussex drew with Leicester at Leicester.

THE BOXING CHAMPIONSHIP CONTEST.

CARPENTIER AND SMITH TO FIGHT AGAIN.

LONDON, July 18th.

Another fight between Georges Carpentier and "Gunboat" Smith is being arranged to take place after Carpentier meets Bombardier Wells.

The columns of the evening papers are full of last night's decision.

Carpentier says he is disgusted with the unsatisfactory result. "Gunboat" Smith declares that the fight should have continued, as Carpentier's manager jumping in the ring was a foul sufficient to give him (Smith) the decision.

TELEGRAMS. TELEGRAMS.

["DER OSTASIATISCHER LLOYD"
SERVICE.]

CHINA SERVICE.

GREAT HEAT IN PEKING.

PEKING, July 18th.

The Tan Chen Yuan will cease its labours for four weeks, on account of the great heat; the Ministries will be open in the forenoon only, and all the employees of the Foreign Office will get three weeks' leave in turn.

FLOODS NEAR THE CAPITAL.

PEKING, July 18th.

Eight district around Peking are inundated on account of the continuous rains.

"WHITE WOLF."

A PRICE ON HIS HEAD.

PEKING, July 18th.

A Presidential Mandate renews the promise of high rewards for the capture of "White Wolf" and Sung Lao-Nien, and advises the provincial officials to grant indemnities to those who have been robbed.

TROOPS IN CENTRAL ASIA.

PEKING, July 18th.

The Tutch of Hsinking reports that the Russians have recalled 10,000 men from Kashgar to Yeniseisk, and that British troops are being sent from Khotan to Afghanistan.

EUROPEAN SERVICE.

PROBABLE SUCCESSOR OF HERR
v. HAXTHAUSEN.

BERLIN, July 17th.

The Press mentions Baron v. Seckendorf, or Herr v. Hintze, Minister to Mexico, as the probable successor of the late Herr v. Haxthausen.

AUSTRIA AND SERBIA.

BERLIN, July 17th.

The *Tribuna* admits that preparatory measures are being taken at Brindisi and Bari for an expedition to Valona, in case Austria should become earnestly engaged with Serbia.

Servia has called up 70,000 reservists, as the handing over of the Austrian Note is expected about July 25th.

LATER.

Servia has officially denied that she has called in her Reserves.

ALBANIA AND THE GREAT
POWERS.

BERLIN, July 17th.

The Prince of Albania is intent on renouncing the crown of Albania if the Great Powers persist in their apathy.

Italy is preparing to send a man-of-war to Valona.

UNEASINESS AT DURAZZO.

BERLIN, July 18th.

An uneasy feeling prevails at Durazzo in view of the imminent final attack by the rebels, and many people have fled.

Valona is besieged on the South by the Epirotes and on the North by the rebels. The Italian Admiral has provided camps of refuge for the inhabitants, which will be protected by the men-of-war. The despatch of a further International Squadron is probable.

COUNT VAXA'S EXPEDITION.

BERLIN, July 17th.

It is reported from Samarkand that the expedition of Count Vaxa, after crossing Mongolia, has arrived in Turkistan, all the members being well.

SEQUEL TO ESPIONAGE TRIAL.

BERLIN, July 17th.

The Russian Military Attaché at Berlin, Colonel Basarow, has been recalled from Berlin as an outcome of the evidence in the case against Sergeant-Major Pohl for espionage on behalf of Russia.

THE MEXICAN QUESTION.

LONDON, July 17th.

The British Press is doubtful whether Huerta's abdication will lastingly influence the Mexican question. It rather expects new entanglements.

["DER OSTASIATISCHER LLOYD"
SERVICE.]

GERMAN MILITARY MANOEUVRES.

ITALIAN AND GREEK MONARCHS TO MEET.

BERLIN, July 18th.

The pending meeting of King Victor Emanuel with King Constantine during the Imperial manoeuvres in Germany creates interest, as it is likely to be a means of relieving the Greek and Italian tension.

The Italian Press discuss a programme of policy, and hold that Italy should eventually undertake singly to arrest the Greek advance north of Cape Tyllos, and should not allow a non-Italian establishment on the Straits of Otranto.

A military expedition is yet improbable.

THE "KAISER-WILHELM" AND
"INCEMORE" COLLISION.

BERLIN, July 17th.

The Admiralty Court in London has decided that in the case of the collision between the *Kaiser Wilhelm* and the *Incemore* the latter is to blame.

THE RUMOURED RUSSO-BRITISH
NAVAL ENTENTE.

BERLIN, July 18th.

The *Cologne Gazette* publishes an article dealing with the new rumours of a Russo-English Naval entente, and points out that while Great Britain would be entitled to conclude such an agreement, it would arouse German-English distrust.

FRENCH WAR MATERIAL.

BERLIN, July 18th.

The French Minister of War has ordered that the Commission of Control in reference to the cost of the war material on the eastern frontier begin their task at once.

FINANCIAL DEPRESSION.

BERLIN, July 18th.

The exchanges have been dull of late, for political reasons, and the rates of exchange are falling.

THE TUNG WAH HOSPITAL FLOOD
RELIEF FUND.

The Tung Wah Hospital begs to acknowledge with thanks the following donations to the Flood Relief Fund:—

Already acknowledged	\$106,821.61
Chinese Society, Colon, Panama	1,651.00
Bullack Cheong, Messrs. Sing Kee	
Lan, Cheong, Shing Lun, Fat	
Lan, Cheong, Shing Lun, Fat	
Kwong Wing Cheong, Tung Lee	
Lan, Tung Cheong, Lung Pak	
Hop Lan, Tung Fat, Lan, Fuk	
Cheng Lun, Tseung Lee, Man	
Shang, and Wing Shang Lee	1,000.00
Lun Yick Tong, Sydney 270	750.84
Bijou Scenic Theatre	475.80
Messrs. Yu Lung	40.00
Collected by steamer Tai Shan	
(20th instalment)	34.83
Messrs. Kwan On	30.00
Messrs. Sing Hing	30.00
Tai Shan Company	30.00
Messrs. Kwong Mee Heung	25.00
Collected by steamer Kin Shan	
(6th instalment)	24.85
Messrs. Yik Wa	20.00
Messrs. Lun Cheong Tai	20.00
Messrs. Po Tseung	20.00
Messrs. Sing Fat	20.00
Messrs. Kwong Shun Tai	20.00
Messrs. Kwong Wa Lung	20.00
Messrs. Sun Yuen Shing	20.00
Messrs. On Tai	20.00
Mr. Yung Kwai	10.00
Mr. Cheng Kum Shing	10.00
Messrs. Wing Wo Shing	10.00
Messrs. Kat Tseung	10.00
Messrs. Hung Fat	10.00
Messrs. Yee Lung	10.00
Messrs. On Cheong	10.00
Messrs. Pak Hei Tong	10.00
Messrs. Ki Hing	10.00
Messrs. Tsui Hing	10.00
Messrs. Tai Yan	10.00
Messrs. Po Lung	10.00
Messrs. Tai Shang Tseung	10.00
Messrs. Sun Fat Lung	10.00
Messrs. Sing Cheong Lung	10.00
Messrs. Tak Cheong Wing	10.00
Messrs. Yu Hang Cheong	10.00
Messrs. Nam Lung	10.00
Messrs. Kwong Lung Shing	10.00
Messrs. Fuk Wing	10.00
Messrs. Tak Hing Lung	10.00
Messrs. Hung Poong	10.00
Messrs. Sui Cheong	10.00
Messrs. Kung Shing Yuen	10.00
Messrs. Ku Hing Chan	10.00
Messrs. Yee Chan Kun	10.00
Messrs. Sui Woo	10.00
Mo Ming Shi	8.00
23 donations of \$5	115.00
	\$111,466.93

APPOINTMENTS.

The *Gazette* announces that H.E. the Governor has been pleased to appoint, under Section 3 of the Dentistry Ordinance, 1914 (Ordinance No. 16 of 1914), the following gentlemen to be members of the Dental Board, for a term of three years from this date:—The Principal Civil Medical Officer (Chairman), Dr. G. E. Aubrey; Dr. F. C. Steadman; Dr. F. H. Kew and Dr. J. W. Noble.

THE "TAI ON" PIRACY.

ACTION BY THE HONGKONG
CHAMBER OF COMMERCE.

The Secretary of the Chamber of Commerce sends us the following correspondence with the Government, etc., regarding the recent *Tai On* Piracy:—

Letter to the Government.

Hongkong, 2nd May, 1914.

Sir,—At a Committee meeting held immediately subsequent to the annual general meeting of members on Tuesday, the 28th ult., the recent piratical attack on the str. *Tai On* and the increasing frequency of like outrages were discussed.

1.—A feeling of insecurity is abroad which must have a deleterious effect on the Colony's trade, already heavily penalised by currency problems and the unsettled state of the Two Kwang.

2.—It is a fact worthy of note that in every piratical outrage on the British flag in local waters my Committee believe the attack has taken place on the outward voyage from the Colony. Presumably, therefore, the pirates are shipped as passengers at Hongkong, itself.

3.—The inference to be drawn from (2) is that the Chinese Officials possess some system of Espionage or method of detection more efficient than our own, or for some reason it is simpler for the pirates to ship in Hongkong than at a treaty port or Way Station.

4.—In the case of the *Saiina* piracy in 1906 the suggestion was made that the suppression of piracy should be attempted by:—

(1)—The organization of Chinese River Police Patrols using armed launches and under the command of European Officers, or

(2)—The patrol of the River and Canton Delta by British gunboats at the expense of the Chinese Government.

5.—My Committee does not know what, if any, system of patrol is now extant on the river, but it is to be noted that most of the outrages occur between this port and Wong Moon.

6.—A patrol of this part of the journey which appears to embrace the strong-hold of the pirates could and should, in my Committee's opinion, be conducted by the gunboats of His Majesty's Navy on the China Station, particularly a gunboat should be in the vicinity of Kai Au, at such times as the day and night boats pass that point. The patrol having once been established should be continued; a period of inactivity may induce a false sense of security.

7.—It is in any case essential that an efficient search and scrutiny of passengers and luggage be made before boats leave this port and if necessary that more power be given to the officers of the vessel to enable them to assist the police.

8.—My Committee is not satisfied in the light of recent happenings that the present search conducted by the police is at all efficient. This is probably due to the obvious fact that the staff at the disposal of Government is quite insufficient for the purpose and needs very considerable augmentation to achieve results.

9.—My Committee strongly urge His Excellency to make representations to the Admiralty for the efficient patrolling of the waters between the Colony and Wong Moon and to cause the search staff to be largely increased in number.

10.—My Committee believe that most of these carefully organised piratical attacks are arranged by people being then resident in certain villages or towns, the exact position of which is well-known to the Chinese authorities. My Committee considers therefore that the strongest possible representations should be made either to the high local officials or to the Central Government through His Majesty's Minister on the subject, and that the Chinese officials should be requested to go to the root of the evil and deal in the first place with the pirates' home and their local shipping. I have the honour to be, Sir, your obedient servant,

(Signed) E. A. M. WILLIAMS,

The Honorable,
The Colonial Secretary.

Reply from the Government.

Hongkong, 5th May, 1914.

Sir,—I am directed to acknowledge the receipt of your letter of the 2nd May submitting the views of the Committee of the General Chamber of Commerce on the subject of pirates and the means to be taken for their suppression.

2.—I am to inform you that a Committee is now sitting and will shortly report on the additional precautions necessary to prevent piracy of River steamers, and also precautions against piracy of ocean-going steamers, by pirates embarking in the guise of passengers at Hongkong.

3.—In the meantime the Chinese authorities have been communicated with and they have already taken very active steps to bring to justice the pirates who pirated the *Chilidar* and to search out the survivors of the gang concerned in the attempt to pirate the *Tai On*.

4.—Arrangements have been made with the Naval authorities for the better protection of vessels trading between Hongkong and the West River.—I am, Sir, your obedient servant,

(Signed) CLAUD SEVERN,

Colonial Secretary.

The Secretary,
Hongkong Chamber of Commerce.

Telegram sent to Henry Keswick, Esq., M.P., London, 8/5/14.

Hongkong Chamber of Commerce request London Chamber of Commerce very strongly urge upon British Government necessity for pressing Chinese Government to promptly and thoroughly deal with pirates suppressing all villages where they have their headquarters, situation of which is well-known also absolutely essential that Naval patrol should be increased in Southern waters more particularly in Kwangtung delta.—Hewer, Chairman.

Letter to Henry Keswick, Esq., M.P.

Hongkong, 8th May, 1914.

Dear Sir,—I am directed to confirm the telegram kindly sent on behalf of the Chamber by Messrs. Jardine, Matheson & Co. Ltd., yesterday.

My Committee will most highly appreciate any assistance you may be able to render them in this matter.

For your information I enclose copy of a letter addressed by the Chamber to the Government on the subject and the Government's reply thereto.—I am, dear Sir, yours faithfully,

(Signed) E. A. M. WILLIAMS,

Secretary,
Henry Keswick, Esq., M.P.,
Chairman, Far Eastern Section,
London Chamber of Commerce.Letter from the Far Eastern Section,
London Chamber of Commerce.

London, 16th May, 1914.

Dear Sir,—Referring to the telegram on the subject of Chinese pirates which we received from you through Messrs. Matheson & Co., I beg to enclose herewith for your information a copy of a letter which was addressed to the Foreign Office by instruction of my Council on the recommendation of the Far Eastern Section of this Chamber.

I take this opportunity to inform you that Mr. Henry Keswick, M.P., of Messrs. Matheson & Co., is no longer Chairman of our Far Eastern Section, Mr. F. Anderson, of Messrs. Ibert, Anderson & Co., and who is also Chairman of the China Association of London, now holding that position.—Yours faithfully,

(Signed) CHARLES T. MUSGRAVE,

Secretary,
The Secretary,
Chamber of Commerce,
Hongkong.

[ENCLOSURE.]

London, 16th May, 1914.

The Rt. Hon. Sir Edward Grey, Bart., K.G., M.P.

Secretary of State for Foreign Affairs,
Foreign Office, S.W.

Sir,—I am instructed to inform you that this Chamber has received from the Hongkong Chamber of Commerce a cablegram asking it to "very strongly urge" upon His Majesty's Government the necessity for pressing the Chinese Government to promptly and thoroughly deal with pirates in Southern waters in the interests of human life and of the trades affected by their depredations.

The Hongkong Chamber also express the view that it is absolutely essential that the Naval patrol should be increased in Southern waters and more particularly in the Kwangtung Delta, and they add that villages which are the headquarters of the pirates are quite well-known and that steps ought to be taken to deal with them in an exemplary manner.

I may add that the Far Eastern Section of the Chamber, including the leading firms engaged in Chinese trade, desire to give the fullest support to the request of the Hongkong Chamber, which was also endorsed by my Council at its meeting yesterday, and I am to express the hope that His Majesty's Government will take such measures as the serious circumstances of the case would appear to warrant.—Yours faithfully,

(Signed)

The Secretary of the London Chamber of Commerce forwarded the following replies:—

Foreign Office,

22nd May, 1914.

Sir,—With reference to your letter of the 15th instant regarding the depredation of Chinese pirates, I am directed by Secretary Sir E. Grey to inform you that His Majesty's Minister at Peking has recently pressed the Chinese Government to take steps to ensure the protection of travellers in Southern waters, with the result that instructions have been sent to the authorities of Kwangtung and Kwangsi on the subject.

Sir J. Jordan will be consulted in regard to the suggestion made by the Hongkong Chamber of Commerce for the increase of the Naval patrol.—I am, etc.,

(Signed)

Foreign Office,

28th May, 1914.

Sir,—With reference to the letter from this Office of the 22nd instant respecting the prevalence of piracy in Southern Chinese waters I am directed by Secretary Sir E. Grey to inform you that His Majesty's Minister at Peking has made representations to the Chinese Government in regard to the *Tai On* case with the result that they have agreed to co-operate with His Majesty's Government in formulating a scheme of joint action in the matter in concert with the Government of Hongkong and the British Naval authorities.—I am, Sir, your most obedient humble servant,

(Signed) RALPH PAGET.

The Secretary,
Chamber of Commerce,
London.

Reply from Henry Keswick, Esq., M.P.

London, 3rd June, 1914.

Dear Sir,—I have to acknowledge the receipt of your letter of the 9th May handing me the correspondence with regard to the *Tai On* piracy case.

I have resigned my position as Chairman of the Far Eastern Section of the London Chamber of Commerce and have been succeeded by Mr. F. C. Anderson, of Iberts. I have accordingly handed on your letter to him.

I need only add that if I can continue to be of any service to your Chamber I am entirely at your disposal for the transmission of telegrams or in any way that may be necessary.—Yours faithfully,

(Signed) HENRY KESWICK.

The Secretary,
Chamber of Commerce,
Hongkong.

Submarine cables ordered from England last spring arrived at Nagasaki on July 1st. The laying of the Japanese cable between Nagasaki and Shanghai is expected to be started about the end of this month, beginning from the Nagasaki side.

THE RECENT STRANDING OF THE
"BUELOW."

Only brief details are available by the mail of the mishap to the steamer *Buelow*, near Portland Bill. It will be recalled that the ship was subsequently refloated and resumed her voyage. The *Weymouth* correspondent of the *Daily Telegraph* wired on June 15th as follows:—In a dense fog in the English Channel to-day, just after noon, the North German Lloyd steamer *Buelow* struck the rocks near Blacknor Point, to the west of Portland Bill, and at a spot where there have been a great many shipwrecks in the past. The *Buelow* had 240 passengers on board, and was bound from Japan for Southampton. She had been beating about in the fog in the West Bay practically all the morning, having lost her bearings, and apparently mistaking Blacknor for Portland Bill. She is fitted with wireless, and sent out messages for assistance. Five tugs from Weymouth and Portland made their way to her through the fog, finding her bows well fixed in the rocks. The coast-guards had dropped a line over the cliff 800ft. high, and got to the *Buelow* that way. There was no confusion on board, and the passengers were transferred to a Weymouth steamer. The sea was perfectly calm. It is expected that an attempt will be made to refloat her at high-water at two o'clock to-morrow morning.

The *Times* marine correspondent states: The *Buelow*, which is valued at £180,500, is believed to be uninsured in the market. Yet London is very considerably interested in the valuable cargo from Japan, although part of its original liability ceased when goods were discharged at Mediterranean ports.

REUTER'S AGENCY AND MR.
POOLEY.

Reuter's Agency has issued an official statement in reference to the evidence given by Mr. Pooley, its former correspondent in Tokyo, in the course of the trial of the civilians implicated in the Japanese naval scandals. Mr. Pooley deposed that he had received from the Siemens-Schuckert Co. £25,000, of which £125 and £80 were devoted to expenses in Tokyo and Shanghai respectively. He had paid to Reuter £250. He stated that he had instructions from Baron de Reuter to send "such secret documents" to Shanghai; hence the amount for expenses in connection with Shanghai. The Agency now states that it had no knowledge of any of the transactions alluded to until long after they were completed. Its first actual information of these matters was gained from a brief letter from Mr. Pooley himself, received at the end of December last, that he had "acquired certain papers" which he had sent to Shanghai, and subsequently had drawn, by special messenger, and had received £205 in reimbursement of his expenses, together with a contribution of £250 as a subscription to the Agency's news service. As this latter payment appeared to be connected with a transaction that did not commend itself to the Agency, the latter instructed Mr. Pooley to refund it. The last letter received from Mr. Pooley prior to his arrest acknowledged the receipt of these instructions, and stated that he had carried them out. Mr. Pooley's letter, received in December, contained no reference to the sum of £5,000, which he appears, in his evidence in court, to have admitted having received. The Agency knew nothing of this payment until it became public property by the proceedings in court. The reference to the sending of "secret documents" to Shanghai, says the Agency, probably relates to a recommendation, written to Mr. Pooley from the head office in London after the publication of the Hayashi memoirs, that diplomatic documents of a confidential nature should be transmitted by an indirect route, rather than direct from Tokyo.

CHINESE GOBELINS TAPESTRY.

That a Chinese factory of Gobelin tapestry flourished in Peking during the 18th century seems to be established by the recent discovery by Mr. T. J. Larkin during his travels in the East of a large panel of this work, woven on European looms, and probably executed by Chinese workmen under the instruction of French experts.

This panel, which represents a scene of birthday ceremonial within the Palace of the Emperor Kien Lung, appears to have been intended by him as a gift to King Louis XV. of France, for its border is an exact reproduction of that belonging to the tapestries by Boucher produced at Gobelin as a gift to China from France. The panel is exhibited at 104, New Bond-street, this month.

SMUGGLED HUMANITY.

HOW CHINAMEN ARE ENTERING AMERICA.

A great organization for smuggling Chinamen into the United States has been unmasked at a trial, resulting in sentences varying from six months to one year.

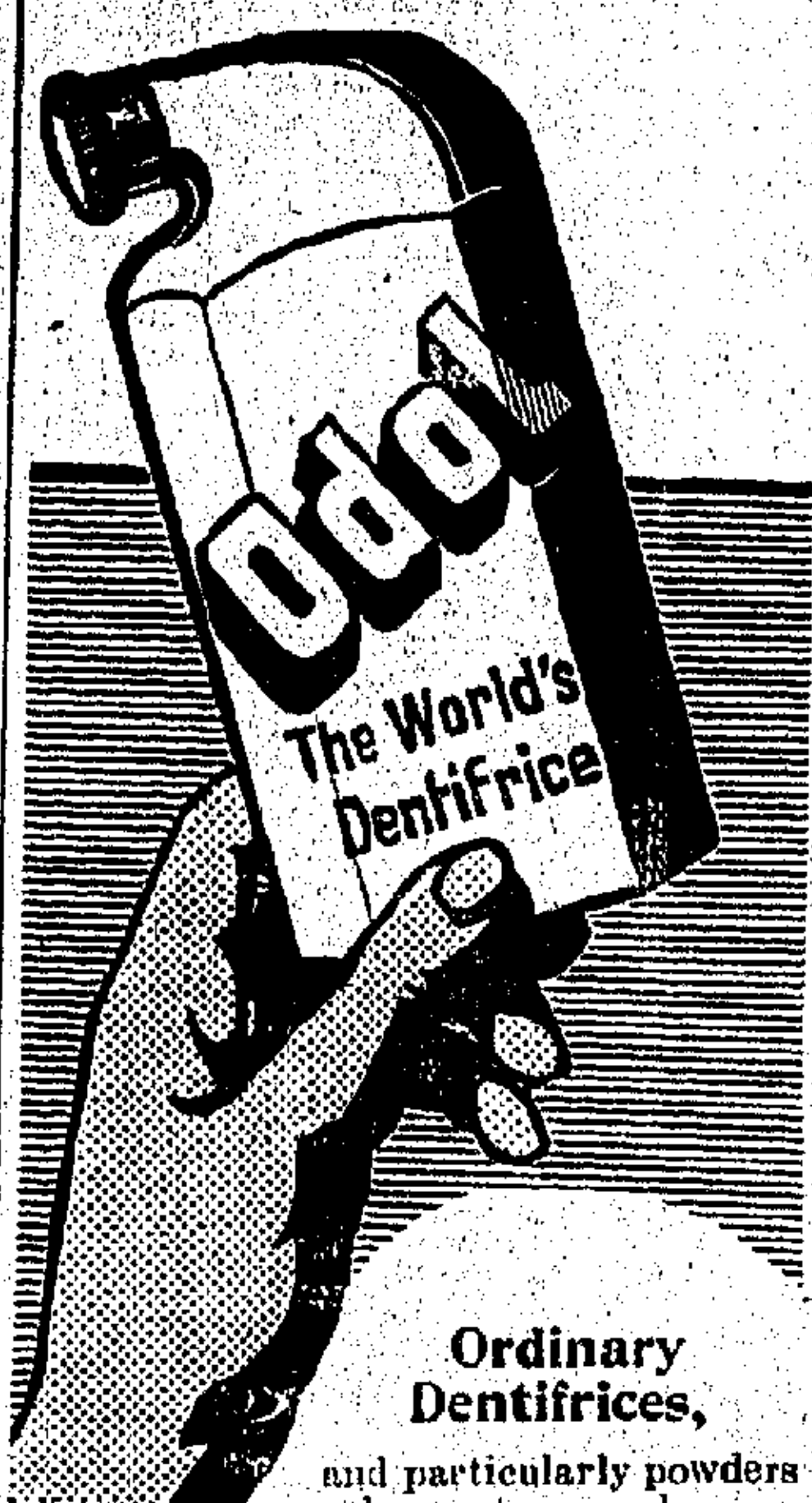
In one case Orientals were brought *via* Toronto from the Pacific Coast by secret and devious ways, being hidden sometimes in forests, sometimes in barns, sometimes in cellars, and taken from stage to stage by night. Several of them have been disguised as women.

In one case, says the *London Daily Chronicle's* New York correspondent, a wealthy white woman, who was found to be concealing a young Chinaman, declared that she brought him into the States to be naturalized because she wished to marry him.

She saw him dive off the deck of a vessel in mid-ocean to save a child who had fallen overboard, and so admired his noble courage that she cultivated an acquaintance, which ripened into love.

The Government has issued an invitation for tenders for the erection of the wireless operating station and quarters at Cape D'Aguilar.

INTIMATIONS

Ordinary
Dentifrices,

and particularly powders and pastes, make no lasting impression on the teeth or mouth. When brushing is over the effect is at an end. But Odol, being liquid, can penetrate the minutest crevices, and, as it has a real antiseptic effect, lasting for hours, arrests all bacterial and fermentation processes which destroy the teeth.

CHS. J. GAUPP
& CO.,WATCHMAKERS
AND
JEWELLERS.SURVEYING AND NAUTICAL
INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

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LONDON.

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CHATER ROAD.

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864.)

SOLE AGENTS FOR

FALCON

PILSENER

BEER.

THE BEST BEER AT THE

PRICE:

PER 1 DOZ. QUARTS...\$3.48

,, ,, PINTS...\$2.24

DUTY FREE.

HONGKONG METEOROLOGICAL REGISTER.			
Hongkong Observatory, July 19th			
	Previous On Date	On Date	On Date
	Day	at	at
	at 2 p.m.	6 a.m.	2 p.m.
Barometer	29.75	29.73	29.79
Temperature	77	80	83
Humidity	54	91	81
Wind Direction	East	East	East
Force	2	3	4
Weather	ed	op	o
in		0.52	
Highest open air Temperature on 18th ..			81
Lowest open air Temperature on 18th ..			76

COMPANY MEETING.

**PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY.**

**THE AGREEMENT WITH THE BRITISH INDIA
COMPANY.**

An extraordinary general meeting of the stockholders of the Peninsular & Oriental Steam Navigation Company was held on the 24th ult., at the offices, Leadenhall-street, Sir Thomas Sutherland, G.C.M.G., the chairman, presiding for the purpose of considering and, if thought fit, passing a resolution approving the conditional agreement, dated the 27th ult., between the British India Steam Navigation Company (Limited) and the Company.

The Secretary (Mr. F. J. Abbott) having read the notice convening the meeting,

THE CHAIRMAN SAID:—Ladies and gentlemen, 12 years ago, thereabouts I suggested to my friend Sir James Mackay, now Lord Incheadine, that it would be an excellent business, if possible, to combine the working of our two Companies provided suitable arrangements could be made. My friend concurred entirely in my view at that date, and we had several conversations on the subject, but nothing was ever written down on paper, because the issue depended upon the opinion of the then chairman of the British India Company, Mr. Duncan Mackinnon, whose opinion was that he was so contented with the British India Company as it was, and so proud of his own particular position as chairman, that he discouraged any alliance with any other Company, even with a Company so respectable as our own. (Laughter.) The project was therefore abandoned *in toto*, and was never revived again until the 3rd of March, 1914, according to the date which I took in my own diary.

**WM. POWELL,
LTD.**
TELEPHONE 348.
— 0 —

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PROCEEDING
GENUINE
REDUCTIONS**

**EVERYTHING
FOR
SUMMER WEAR
AT
VERY LOW PRICES.**

ANNUAL SUMMER SALE

[649]

S. Moutrie & Co., Ltd.

PIANOS

ON
HIRE

At \$10 Per MONTH.

TUNING AND REGULAR ATTENTION
INCLUSIVE.

[51-3

INDO-CHINA BRICKS. - TILES. - PIPES
COMPANY. LIMITED.
BEST FIRE BRICKS AND FIRE CLAY
PATENTED ROOFING TILES.
 Guaranteed against Typhoon and Leakage.
MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.
SAMPLES AND FULL PARTICULARS FROM
P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.
ALWAYS IN STOCK.

Summer Excursions

TO
JAPAN

BY THE STEAMERS OF
CANADIAN PACIFIC S.S. LINE.
PACIFIC MAIL S.S. CO.
TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE-31st OCT.

RATES FROM HONGKONG:
YOKOHAMA \$120.00. KOBE \$135.00. YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and
Rail from Japan. Ports of call if desired.

Passengers may go and/or return via MANILA without additional charge by steamers
operating at that Port so indicated in schedule of sailings shown below.

The Steamers operated by the Companies named are the largest fastest and most luxurious
to Coast.

MONTHLY SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.
FROM JAPAN. TO JAPAN.

JAPAN LEAVE	Kobe LEAVE	Yokohama LEAVE	STEAMER	HONGKONG LEAVE	YOKOHAMA ARRIVE	Kobe ARRIVE	YOKOHAMA ARRIVE
July 3	July 12	July 13	E. OF INDIA	22	July 27	July 31	July 31
" 10	" 19	" 20	KOREA	29	" 24	" 28	" 28
" 17	" 26	" 27	CHUO MARU	5	Aug. 7	Aug. 10	Aug. 10
" 24	" 31	" 32	E. OF ASIA	12	" 14	" 17	" 17
" 31	" 7	" 8	CHUO	19	" 21	" 24	" 24
" 7	" 14	" 15	MANCHURIA	26	" 28	" 31	" 31
" 14	" 21	" 22	E. OF JAPAN	3	" 6	" 9	" 9
" 21	" 28	" 29	YOKO MARU	10	" 13	" 16	" 16
" 28	" 3	" 4	YOKO MARU	17	" 20	" 23	" 23
" 3	" 10	" 11	NIE	24	" 27	" 30	" 30
" 10	" 17	" 18	E. OF RUSSIA	31	" 3	" 6	" 6
" 17	" 24	" 25	YOKO MARU	7	" 10	" 13	" 13
" 24	" 31	" 32	YOKO MARU	14	" 17	" 20	" 20
" 31	" 7	" 8	YOKO MARU	21	" 24	" 27	" 27
" 7	" 14	" 15	YOKO MARU	28	" 31	" 3	" 3
" 14	" 21	" 22	YOKO MARU	5	" 8	" 11	" 11
" 21	" 28	" 29	YOKO MARU	12	" 15	" 18	" 18
" 28	" 3	" 4	YOKO MARU	19	" 22	" 25	" 25
" 3	" 10	" 11	YOKO MARU	26	" 29	" 3	" 3
" 10	" 17	" 18	YOKO MARU	3	" 6	" 9	" 9
" 17	" 24	" 25	YOKO MARU	10	" 13	" 16	" 16
" 24	" 31	" 32	YOKO MARU	17	" 20	" 23	" 23
" 31	" 7	" 8	YOKO MARU	24	" 27	" 30	" 30
" 7	" 14	" 15	YOKO MARU	31	" 3	" 6	" 6
" 14	" 21	" 22	YOKO MARU	7	" 10	" 13	" 13
" 21	" 28	" 29	YOKO MARU	14	" 17	" 20	" 20
" 28	" 3	" 4	YOKO MARU	21	" 24	" 27	" 27
" 3	" 10	" 11	YOKO MARU	28	" 31	" 3	" 3
" 10	" 17	" 18	YOKO MARU	5	" 8	" 11	" 11
" 17	" 24	" 25	YOKO MARU	12	" 15	" 18	" 18
" 24	" 31	" 32	YOKO MARU	19	" 22	" 25	" 25
" 31	" 7	" 8	YOKO MARU	26	" 29	" 3	" 3
" 7	" 14	" 15	YOKO MARU	3	" 6	" 9	" 9
" 14	" 21	" 22	YOKO MARU	10	" 13	" 16	" 16
" 21	" 28	" 29	YOKO MARU	17	" 20	" 23	" 23
" 28	" 3	" 4	YOKO MARU	24	" 27	" 30	" 30
" 3	" 10	" 11	YOKO MARU	31	" 3	" 6	" 6
" 10	" 17	" 18	YOKO MARU	7	" 10	" 13	" 13
" 17	" 24	" 25	YOKO MARU	14	" 17	" 20	" 20
" 24	" 31	" 32	YOKO MARU	21	" 24	" 27	" 27
" 31	" 7	" 8	YOKO MARU	28	" 31	" 3	" 3
" 7	" 14	" 15	YOKO MARU	5	" 8	" 11	" 11
" 14	" 21	" 22	YOKO MARU	12	" 15	" 18	" 18
" 21	" 28	" 29	YOKO MARU	19	" 22	" 25	" 25
" 28	" 3	" 4	YOKO MARU	26	" 29	" 3	" 3
" 3	" 10	" 11	YOKO MARU	3	" 6	" 9	" 9
" 10	" 17	" 18	YOKO MARU	10	" 13	" 16	" 16
" 17	" 24	" 25	YOKO MARU	17	" 20	" 23	" 23
" 24	" 31	" 32	YOKO MARU	24	" 27	" 30	" 30
" 31	" 7	" 8	YOKO MARU	31	" 3	" 6	" 6
" 7	" 14	" 15	YOKO MARU	7	" 10	" 13	" 13
" 14	" 21	" 22	YOKO MARU	14	" 17	" 20	" 20
" 21	" 28	" 29	YOKO MARU	21	" 24	" 27	" 27
" 28	" 3	" 4	YOKO MARU	28	" 31	" 3	" 3
" 3	" 10	" 11	YOKO MARU	5	" 8	" 11	" 11
" 10							

NOTICES TO CONSIGNEES
S.S. "AMAZONE,"
**COMPAGNIE DES MESSAGERIES
MARITIMES.**

NOTICE.

CONSIGNEES of Cargo from London
ex s.s. "Medoa" and from Bordeaux
ex s.s. "Ville de Constatine," in connection
with above Steamer are hereby informed
that their goods with the exception of
Opium, Treasure and Valuables are being
landed and stored at their risks into the
hazardous and or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on under
intimation is received from the Consignees
before NOON TO-DAY requesting it to be landed
here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
20th July, at Noon, will be subject to rent and
landing charges.

All claims must be sent in to me on or before
the 23rd July, or they will not be recognized.

All damaged packages will be examined on
the 18th July, at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 13th July, 1914. [2

NOTICES TO CONSIGNEES

THE "INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INVERCLYDE,"

having arrived from the above Port, Consignees of Cargo by her are hereby informed that all Goods which are being landed AT THEIR RISK into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 23rd inst. will be subject to rent.

All broken, chafed and damaged packages are to be left to the Godowns, where they will be examined on 23rd inst. at 9.30 A.M. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., LTD.,
Agents.

Hongkong, 17th July, 1914. [950]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
"DEVANHA,"
Arrived Hongkong on 16th July, 1914,
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are hereby landed and placed at THEIR RISK to the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where such Consignment will be stored out. Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Egypt."
From Persian Gulf, ex s.s. B. I. S. N.
and B. & P. S. N. S.s. the Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 16th July, 1914. [1]

THE ROYAL MAIL STEAMERS

S.S. "BENGLOE,"

FROM MIDDLEBERRY, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and dangerous hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 30th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 16th July, 1914. [949]

NOTICE TO CONSIGNEES.

P.M. S.S. "KOREA"

FROM SAN FRANCISCO AND
JAPAN PORTS.

THIS above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from alongside, Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

THE ROYAL MAIL STEAM PACKET COMPANY.

The Steamship "DEN OF RUTHVEN,"
FROM PACIFIC COAST AND JAPAN.

THE above Steamer having arrived,
Consignees of Cargo are hereby notified
to send in their Bills of Lading for counter-
signature, and to take immediate delivery of
Cargo from alongside.

Cargo impeding discharge or remaining
on board after 10th inst. will be landed
at Consignees' risk and expense and delivery
must be taken from the hazardous and/or
traz hazardous Godowns of the Hongkong and
Godown, Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected.
No Claims to be recognised after the Goods
have left the Steamer or Godowns, and all Goods
unloading undelivered on 24th inst. will be
subject to rent.

All chafed and otherwise damaged Cargo
must be left in Godown and examination of
same will be held on 23rd inst. at 9.30 A.M.

All Claims must be presented on or before
23rd inst. and Claims will not be recognised.

JARDINE, MATTHEWS & Co., Lrns.,
Agents.

Hongkong, 17th July, 1914. [49]

Cargo remaining on board SATURDAY
5th inst. at 5 P.M., will be subject to landing
charges, and if undelivered THURSDAY, 23rd
inst. at Noon, will be subject to both landing
and storage charges.
No Fire Insurance whatever will be effected.
All chartered and otherwise damaged Cargo will
be examined at the above Company's Godown,
THURSDAY, 23rd inst. at 10 A.M.
No Claims will be entertained unless accompa-
nied by short delivery note or list of accor-
dances taken at the time of delivery to Consignees
and signed for and on behalf of the Pacific
Mail S.S. Co.
All Claims must be filed on or before 16th
August, otherwise they will not be recognized.
B. C. MORTON,
Agent.

Hongkong, 16th July, 1914. [32]

HONGKONG TIDE TABLE.

From 20th to 25th July, 1914.

HIGH WATER			LOW WATER		
Week	Days of Month	H'kong. Mean Time	Height	H'kong. Mean Time	Height.

		h. m.	ft. m.	h. m.	ft. m.
Mon.	20	6 27	8 6	2 28	1 1
Tues.	21	7 8	3 6		
Wed.	22	10 12	3 7	3 4	3 4
Thurs.	23	8 32	5 7	3 9	3 3
Fri.	24	10 51	7 9	1 55	0 2
Satur.	25	9 21	8 0	4 18	0 0
Sun.	26	11 12	4 1	2 32	0 1
		10 11	7 9	3 52	3 8
		1 35	4 3	5 29	3 0
		11 3	7 6	4 16	2 7
				6 7	0 2

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$3.00
Return " " (available also for return by day steamer)	...	10.00
Single Fare by Day Steamer	...	4.00
Return " "	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 20th JULY, 1914.
8 a.m. HEUNGSHAN. 8 a.m. HONAM.
10 p.m. KINSHAN. 5 p.m. FATSHAN.

TUESDAY, 21st JULY, 1914.
8 a.m. HONAM. 8 a.m. HEUNGSHAN.
10 p.m. FATSHAN. 5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAISHAN, Tons 2,008.

HONGKONG TO MACAO.
Week days at 7.30 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 12.30 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 26th JULY, 1914.

The Company's New Steamship "TAISHAN".
Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 6 p.m. N.B. The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. HOISANG.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAIKAM, 568 tons, and S.S. NANNING, 589 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [42]

NORDDEUTSCHER LLOYD IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, LISBON, SOUTHAMPTON, ANTWERP and HAMBURG...	"KLEIST," Capt. L. MAARS.	17,000	(Wednesday, 22nd July, at 10 A.M.)
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"YORCK," Capt. F. LANSER.	17,000	(About Wednesday, 22nd July.)
NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. O. JURANT.	5,100	(Saturday, 8th Aug., at 3 p.m.)
KOBE...	"PRINZ WALDEMAR," Capt. O. JURANT.	5,100	(About Friday, 24th July.)

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.	HOMEWARD.
Steamship	about
"GOETTINGER" ... 2th July.	For DUESSELDORF, ROTTERDAM & BREMEN S.S. "TUBBINGEN" ... about Middle of Sept.
"TUBBINGEN" ... 3rd Aug.	

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS.

Hongkong, 15th June, 1914.

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

KOREA ... Sailing THURSDAY, 23rd July, at 1 p.m.
SIBERIA ... SUNDAY, 2nd Aug., at 1 p.m.
CHINA (via Manila) ... WEDNESDAY, 18th Aug., at Noon.
MANCHURIA ... TUESDAY, 18th Aug., at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, etc., apply to

R. C. MORTON, AGENT,
King's Buildings.

TEL. No. 141.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS, COLOMBO, To MARSEILLES, HAVRE, BREMEN, HAMBURG and NEW YORK and from MANILA, HONGKONG and JAPAN to VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.)

TAKING CARGO at Through Rates to all European, North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

For	Steamship	To Sail
SHANGHAI, KORE AND YOKOHAMA	"VOLSATIA" ...	24th July.
" " " "	"SITHONIA" ...	14th Aug.
" " " "	"IBERIA" ...	11th Sept.
" " " "	"ALTMARK" ...	18th Sept.
" " " "	"ARABIA" ...	8th Oct.
" " " "	"WERTHEMBERG" ...	16th Oct.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.)	"ANDALUSIA" ...	2nd Aug.
" " " "	"BELGRANIA" ...	17th Sept.
" " " "	"BRASILIA" ...	12th Oct.

MARSEILLES, HAVRE, BREMEN & HAMBURG	"PREUSSEN" ...	21st July.
HAVRE, BREMEN & HAMBURG	"SILESIA" ...	27th July.
MARSEILLES, HAMBURG & ANTWERP	"HOERDE" ...	29th July.
HAVRE, BREMEN & HAMBURG	"MARKOMANNIA" ...	12th Aug.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP	"O. J. D. AHLENS" ...	32nd Aug.
HAVRE, BREMEN & HAMBURG	"SENEGAMBIA" ...	25th Aug.
HAVRE, HAMBURG & ANTWERP	"DORTMUND" ...	10th Sept.
GENOA, HAVRE & HAMBURG	"EOLSATIA" ...	15th Sept.
HAMBURG & ANTWERP	"SAXONIA" ...	12th Sept.
HAVRE, BREMEN & HAMBURG	"SCANDIA" ...	21st Sept.

For Further Particulars, apply to—
HONGKONG, 17th July, 1914. HAMBURG-AMERIKA LINIE, Hongkong Office. [6]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

VIA KEELUNG, MOJI, or SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, YOKOHAMA and VICTORIA, B.C.

Steamer	Captain	Leaving
"CANADA MARU" ...	H. Yamamoto ...	WEDNESDAY, 22nd July, at 4 p.m.
"TACOMA MARU" ...	T. Hamada ...	THURSDAY, 6th Aug., at 4 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"INDO MARU" ...	K. Komiya ...	THURSDAY, 13th Aug. A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU" ...	Y. Yamamoto ...	MONDAY, 20th July, at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU" ...	S. Tokunaga ...	TUESDAY, 21st July, at Noon.
"DAIJIN MARU" ...	K. Murakami ...	SUNDAY, 26th July, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Hattori ...	WEDNESDAY, 22nd July, at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,
Second Floor No. 1 Queen's Building.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO	Due at MARSEILLES	Due at LONDON
	COLOMBO.	HAI	KONG.	MARSEILLES and LONDON	LES	1 day later
P.M. Thurs.		6 p.m. Tues.	Noon. Satur.		Saturday	Friday
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Aug. 29	Sept. 4
Aug. 6	DELTA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18
Aug. 20	HIMALAYA	Aug. 25	Aug. 29	MALWA	Sept. 25	Oct. 1
Sept. 3	ABOADIA	Sept. 8	Sept. 12	MOREA	Oct. 10	Oct. 16
Sept. 17	ASSAYE	Sept. 22	Sept. 26	MALJOJA	Friday Oct. 23	Thursday Oct. 29
Oct. 1	DEVANHA	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer from COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—	LONDON
1st Saloon "A" Accommodation Single	£55. Return £97.
2nd Saloon "B" " " " " " "	£29. " £59.
" " " " " " " "	£24. " £56.
" " " " " " " "	£20. " £50.
1st Saloon "A" Accommodation Single	£51. Return £91.
2nd Saloon "B" " " " " " "	£25. " £53.
" " " " " " " "	£22. " £50.
" " " " " " " "	£18. " £46.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS.	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Due at MARSEILLES	Due at LONDON
	about	about	about	about	about	about
NAGOYA	July 7	July 16	July 22	July 28	Aug. 26	Sept. 6
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	Sept. 20
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3
MALTA	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Oct. 7	Oct. 18
SARDINIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 29

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON.

1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return.

1st Saloon £46 Single: 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	IYO MARU Capt. Hirase.	12,000	WEDNESDAY, 26th July, at 10 A.M.
	HIRANO MARU Capt. Fisser.	16,000	WEDNESDAY, 12th Aug., at 10 A.M.
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI MOJI, KOBE, YOKKAICHI and YOKOHAMA	\$ TAMBA MARU Capt. Terakawa.	12,500	THURSDAY, 23th July, at 4 p.m.
	\$ AKI MARU Capt. Noma.	12,500	THURSDAY 13th Aug., at 4 p.m.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. R. Takada.	9,600	WEDNESDAY, 29th July, at Noon.
	KUMANO MARU Capt. K. Soyeda.	9,300	WEDNESDAY, 26th Aug., at Noon.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	TOSA MARU Capt. Yoshikawa.	12,500	SATURDAY, 25th July.
BOMBAY VIA SINGAPORE, and COLOMBO	PENANG MARU Capt. Murayama.	12,000	MONDAY, 20th July.
SHANGHAI, KOBE and YOKOHAMA	RANGOON MARU Capt. Kamekichi.	12,500	WEDNESDAY 18th August.
MOJI and KOBE	COLOMBO MARU Capt. Sakamoto.	5,000	WEDNESDAY, 22nd July.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. Soyeda.	16,000	TUESDAY, 28th July, at 5 p.m.
KOBE and YOKOHAMA	KAMO MARU Capt. Shimizu.	20,000	WEDNESDAY, 29th July, at 11 A.M.

\$ Fitted with New System of Wireless Telegraphy. Cargo only.

REDUCED SUMMER RATES.

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1915.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER

TELEPHONE Nos. 292 and 1241

[B 3-15]

THE TAIKOO DOCKYARD
AND ENGINEERING CO. OF HONGKONG, LTD.
TAIKOO DOCKYARD. HONGKONG.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00	MISSIONARY DIRECTORY , on paper	
Do. Do. Smaller Edition	5.00	MISSIONARY DIRECTORY , on cloth	\$0.80
CHILDREN OF FAR CATHAY , a Social and Political Novel, by C. J. E. Hecombe	8.50	DOG AND GUN in New Territory	1.00
THE FUSILEE OF HONGKONG , being an Historical Sketch, to which is added an Account of the Celebrations in 1891	1.00	FROM HONGKONG TO CANTON BY THE PEARL RIVER , a Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illus.	1.75
THE HONGKONG TYPHOON , 18th, 1900, Illustrated Account	0.60	HONGKONG WEEKLY PRESS , half-yearly vol., bound	7.50
TEMPORARY MINING REGULATIONS IN CHINA	0.50	SIXTY YEARS ANGLO-CHINESE CALENDAR , 1884 to 1923	8.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50	RATES OF EXCHANGE AT HONG KONG , English Mail days 1874—	
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL , Published Annually	5.00	BOMBAY RATES OF EXCHANGE AT HONGKONG , English Mail Days, 1888—	1.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00	CALLED OUT : or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe	2.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY , by J. E. Featherstonhaugh	1.50	PLAN OF THE WEST RIVER	1.00
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.25	“ “ VICTORIA	1.00
TRADE MARK REGULATIONS IN CHINA	0.15	“ “ KOWLOON	0.75
		“ “ PEAK	0.75
		“ “ NEW TERRITORY	0.75
		POWER OF ATTORNEY FORM	0.25
		MAIL TABLES for 1914	0.80 & 0.25

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00	MISSIONARY DIRECTORY, on paper cover	\$0.80
Do. Do. Smaller Edition 6.00		MISSIONARY DIRECTORY, on cloth cover	1.00
CHILDREN OF FAR CATHAY, a Social and Political Novel, by C. J. Halcombe	8.50	DOG AND GUN in New Territory FROM HONGKONG TO CANTON BY THE PEARL RIVER, a Book for the Globetrotter," by Capt. C. V. LLOYD, with Maps and Illus.	1.75
THE UBBLES OF HONGKONG, being an Historical Sketch, to which is added an Account of the Celebrations in 1891	1.00	HONGKONG WEEKLY PRESS, half- yearly vol. bound	7.50
THE HONGKONG TYPECO.	0.50	SIXTY YEARS ANGLO-CHINESE CALENDAR, 1834 to 1923	8.00
TEMPORARY MINING REGULA- TIONS IN CHINA.....	0.50	RATES OF EXCHANGE AT HONG- KONG, English Mail days 1874— BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days, 1898	1.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50	CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Ro- mance, by Chas. J. H. Halcombe ..	2.00
HONGKONG HANSAID REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Pub- lished Annually	5.00	PLAN OF THE WEST RIVER	1.00
COUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladyamith Relief Column	2.00	" " VICTORIA	1.00
YARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Festhervenhaugh	1.50	" " KOWLOON	0.75
POLITICAL OBSTACLES TO MIS- SIONARY SUCCESS IN CHINA	0.25	" " PEAK	0.75
TRADE MARK REGULATIONS IN CHINA	0.15	" " NEW TERRITORY	0.75
		POWER OF ATTORNEY FORM	0.25
		MAIL TABLES for 1914	0.30 & 0.25

